4.4 TRAFFIC CALMING

A number of traffic calming features have been incorporated into the Riolo Vineyard circulation system. These features include curvilinear alignments, raised islands, and traffic circles. Such design techniques alert drivers, force vehicles to travel at slower speeds and restrict certain movements for pedestrian safety.

Some typical traffic calming features are shown on Figures 4.3-4.6.

4.5 SIGNALIZATION

The signalization of intersections is not proposed by this project. Signalization, or modification of signals, is planned by the County at the intersections of PFE Road/Watt Avenue and PFE Road/Walerga Road.

4.6 PEDESTRIAN, EQUESTRIAN AND BICYCLE CIRCULATION

The availability of pedestrian, bicycle and equestrian trails promotes a desirable and healthy alternative to motor vehicle transportation. The Riolo Vineyard Specific Plan recognizes the vital importance of these alternative modes of travel as both a means of transportation and a recreational amenity.

The Pedestrian, Equestrian, and Bicycle Circulation is shown on Figure 4.7.

Class I Trails

The Riolo Vineyard project contributes approximately 2 miles of Class I bike, pedestrian and equestrian trail to the regional Dry Creek Greenway Trail system. Upon completion of this regional system, Sacramento and Placer County residents will enjoy over 70 miles of hiking, biking, and horseback riding facilities. The Dry Creek trail meanders along the northern edge of the Plan Area beneath the canopy of the Dry Creek riparian corridor, connecting Watt Avenue with Walerga Road. This trail system consists of a combination 12 foot wide bike/ pedestrian/ utility access road and a four foot wide equestrian trail.

The Class I Trail/ Utility Access Road is shown on Figure 4.2, Section L.

Additional Class I bike/ pedestrian trails are located along the project sides of Walerga Road, PFE Road and Watt Avenue. This trail is eight feet wide along Walerga and PFE Roads and widens to ten feet along Watt Avenue. The Class I system connects to the Dry Creek trail and completes a 4.5 mile loop around the community.

Class II Bike Lanes

Class II bike lanes are provided along Watt Avenue, PFE Road, and Walerga Road. These lanes are also connected internally by a Class II bike lane within the Primary Residential Street (Sections D-F) that connects Watt with Walerga along the northern edge of the residential villages. At build out, the Riolo Vineyard Specific Plan will create a

looping Class II system that extends over four miles long.

The Class II Bike Lanes are shown on Figure 4.2, Sections A-F.

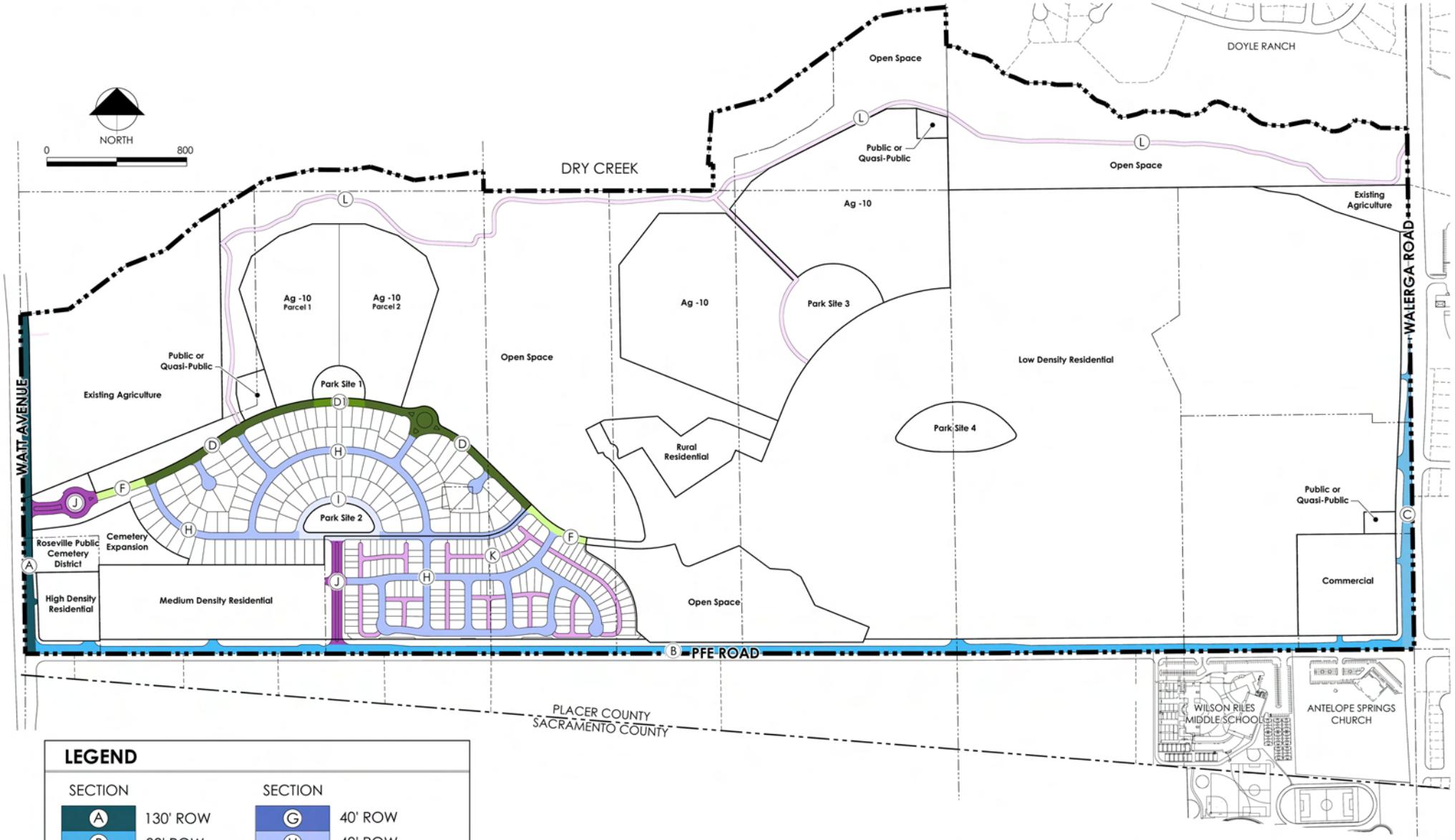
Pedestrian Circulation

An elaborate circulation system is presented for pedestrian use, providing important linkages to parks, commercial centers, open space, schools, and churches. Three types of pathways are available depending upon the nature and intensity of the use. These walkways permeate the site and allow access to every potential destination within the community.

4.7 PUBLIC TRANSPORTATION

The Specific Plan encourages public transportation by incorporating covered bus stops with turnouts. Two such bus stops are located on PFE Road. One sits west of the main entrance to the Medium Density Residential village and the other sits west of the Walerga/PFE intersection at the Commercial site. The third bus stop sits north of the PFE/Watt intersection, at the High Density Residential site. Bus stops may be used for fixed route service within the Plan Area or area wide commuter service.

FIGURE 4.1 VEHICULAR CIRCULATION

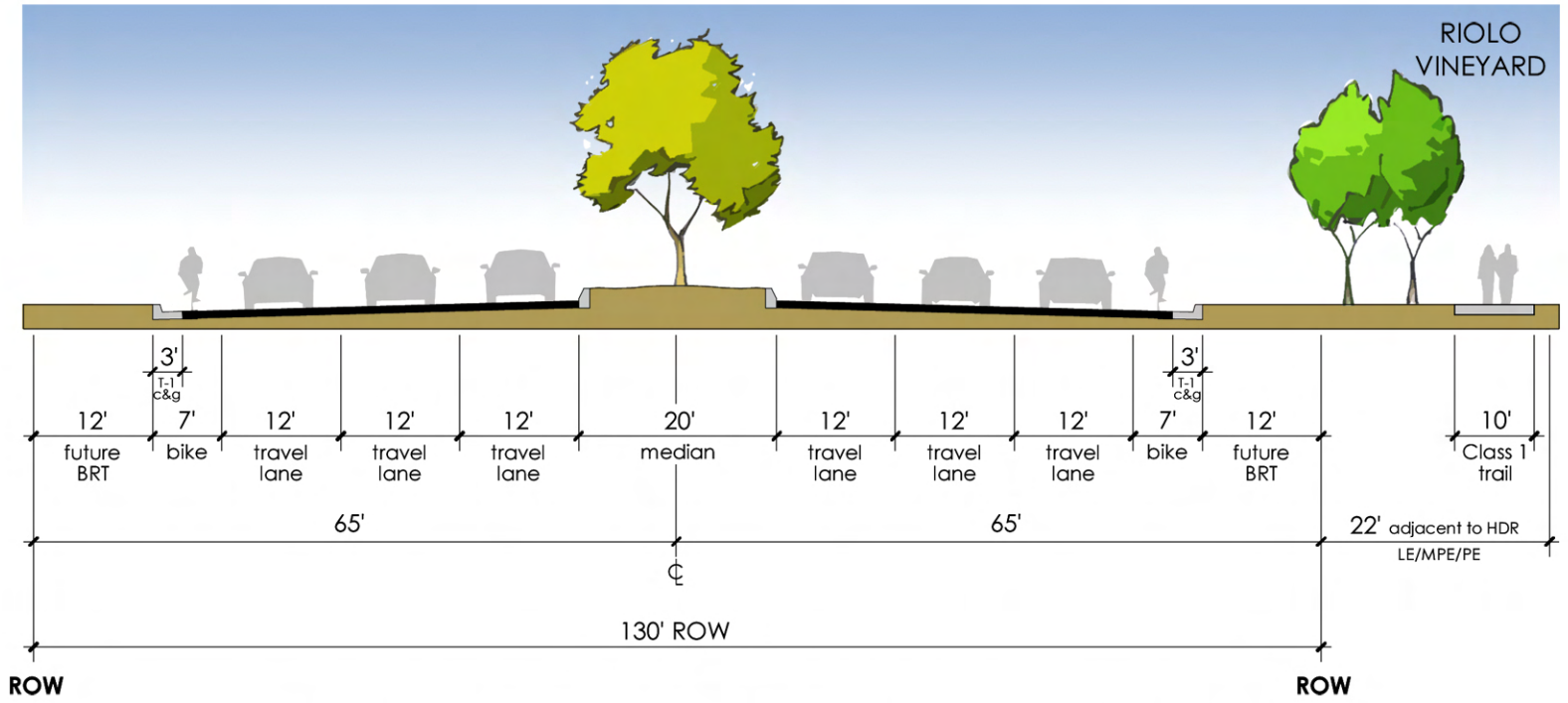


LEGEND

SECTION		SECTION	
A	130' ROW	G	40' ROW
B	82' ROW	H	40' ROW
C	106' ROW	I	40' ROW
D	45' ROW	J	ROW varies
D1	52' ROW	K	24' ROW
E	52' ROW	L	12' Utility Access
F	40' ROW		

Note:
Vehicular circulation patterns are conceptual.
Both horizontal and vertical alignments are subject to further revision.
Street sections not shown apply to future site planning conditions.

FIGURE 4.2 STREET SECTIONS



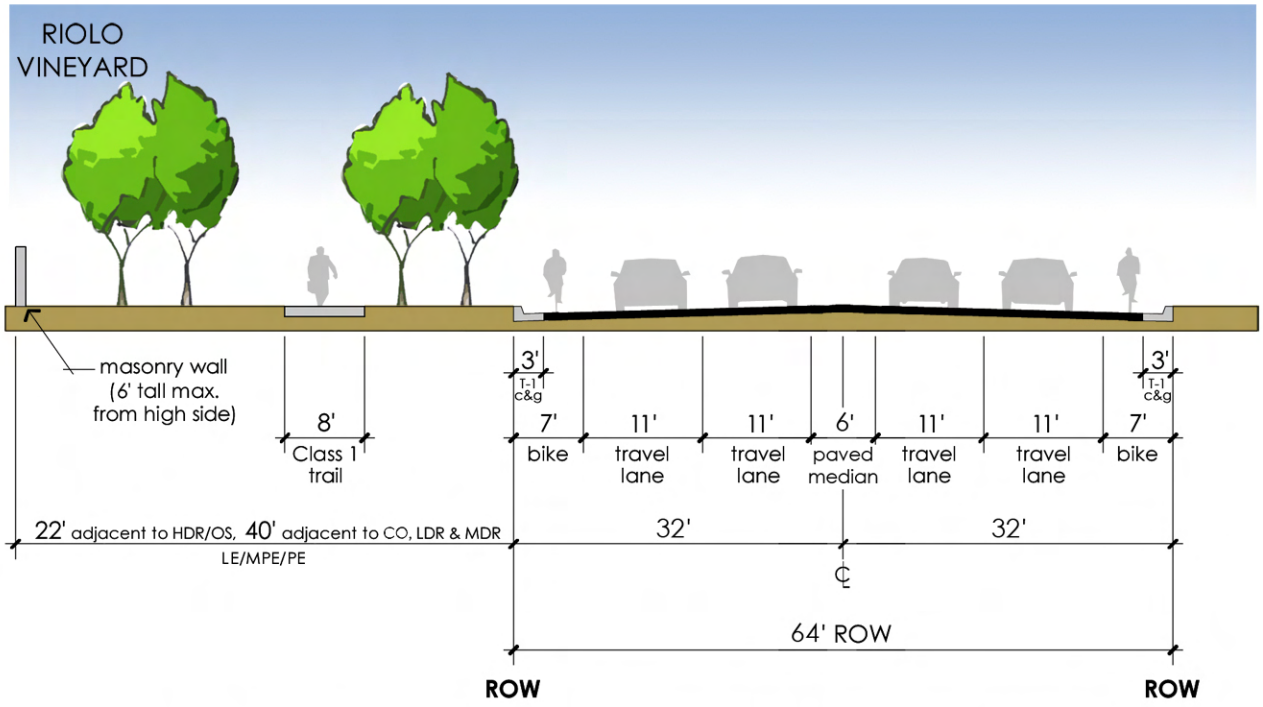
* Improvements shown above are ultimate conditions and do not necessarily represent implementation or construction responsibilities.

SECTION A

Ultimate Watt Avenue

n.t.s.

FIGURE 4.2 STREET SECTIONS



* Improvements shown above are ultimate conditions and do not necessarily represent implementation or construction responsibilities.

SECTION B

Ultimate PFE Road

n.t.s.